

For railroaders, it's no low commotion

*9th annual festivity
recalls the heritage of
a well-trained bunch*

By Jody Jensen
Deseret News special writer

PROMONTORY SUMMIT — The theme "Frontiers in Transportation" served as a backdrop for the ninth annual Railroaders' Day at the Golden Spike National Historic Site Saturday.

Several hundred visitors attended the festivities that started at 10 a.m. and lasted until after 6 p.m.

On display were other modes of transportation, including a pioneer handcart, a covered wagon used during the 1800s to come west, a Butterfield stage, vintage cars, and a scale model of the space shuttle.

Several other attractions and activities were available during the day, but the locomotives remained the star of the show. A new Brigham Young University film, "Jupiter and 119," had its world premiere. Featured in the film was Bob Dowtry, head engineer at the historic site.

Dowtry worked for the company that constructed the engines in California. After the work was done, he was hired at the historic site to maintain the machines he helped build.

Dowtry said the engines were state-of-the-art engineering of the 1860s. The cabs were made of wood, with 1,600 pounds of brass in each engine. Both locomotives ran on coal or wood, but the replicas are powered by fuel oil.

"There is a good reason for making these engines that way. We get all the scrap oil from Hill Air Force Base free of charge," he said. "That really helps us cut the cost of running the site."

Dowtry said the original Jupiter was built in September 1868 and was brought to the West Coast by ship around South America. The 119 was built in November 1868 and came across the country by rail.

"These machines are capable of speeds in excess of 60 mph," Dowtry said. "That may not seem very fast today, but you have to remember they were replacing draft animals that could only travel a few miles per hour."

The 119 weighs 68,400 pounds and the Jupiter 65,000 pounds. Each could hold about 20,000 gallons



PHOTOGRAPHY/ JODY JENSEN

Railroad completion re-enacted at Promontory Point with driving of golden spike.

of water, but it was only possible to travel 30 miles on that amount of steam.

The 119 was scrapped in 1903 and the Jupiter in 1906. The residents of Globe, Ariz., tried to raise \$1,000 to save the Jupiter but were unsuccessful. The replicas had to be recreated from old photographs because as no blueprints of either engine existed.

The project to rebuild them started in 1975, and the locomotives were unveiled at the Golden Spike National Historic Site on May 10, 1979.

Railroad buffs manned several booths, offering various railroad memorabilia. Brent Lewis, Brigham City, specializes in railroad china and

makes jewelry from it. Lewis said he had been collecting the china for about three years.

The spike-driving contest resulted in champion Dale Jones of Nephi, an employee of the Union Pacific Railroad, retaining his title. Jones drove six spikes into three ties in 38.6 seconds, 12.2 seconds off his world record set last year. Second place went to Aralda Jones of Highland, also a UP employee, with a time of 44.8 seconds. Third place was claimed by Frank Vasques of Ogden, an employee of the Southern Pacific Railroad. His time was 47.8 seconds.

A new trivia game, "The Empire Builders," was introduced at the festival. All attending were invited to participate in what was called "Trivi-Rail Pursuit."

Insurance in 1938?

5 million in 1985

ected to total about \$85 million and the
million in paid benefits in its 50th year,

weekly wage for the average worker in
industry in Utah in 1984 was \$325. When
me unemployed, he received \$133 per
employment insurance fund restored 41
chasing power of the unemployed person
ing which benefits were received," Gard-

ear period of its existence, the average
ment insurance benefit has ranged from
nt in 1956, to a high of 59.6 percent in 1945
rker's lost wage, he said.

f considering the value of Utah's unem-
e benefit payments is to relate them to
Gardner said. "The \$66.3 million of bene-
s equivalent to the total wages paid to
rual workers, receiving Utah's average
ultural wage of \$1,409.

s, the equivalent job-producing value of
insurance benefit payment programs,
it the 14th largest employer in Utah in
o have been the eighth largest private

ates the equivalent job impact of taking
ent insurance payments would have been
ment provided by one of the state's larg-
allations or one of its largest school

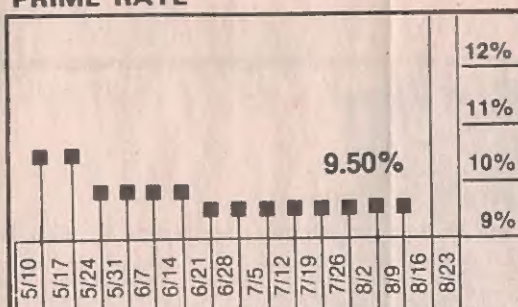
ent by unemployment recipients are
city" dollars by Gardner. "They move
ocal marketplaces to meet the displaced
able expenses for food, shelter, clothing
ervices. Various estimates indicate that
or turned over, from as low as three to as
as it recirculates through the different
" Gardner said.

Isuzu will produce buses in Kentucky

TOKYO (UPI) — Isuzu Motors Ltd.
said Monday an American subsidiary
will begin manufacturing medium-
sized buses in Kentucky next spring.

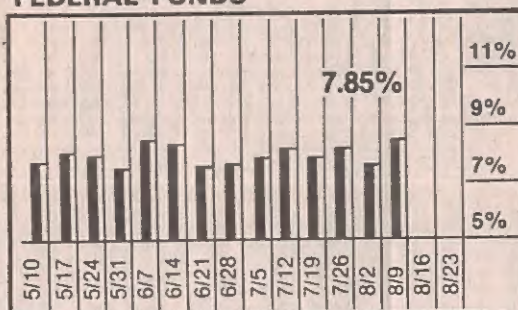
FINANCE RATES

PRIME RATE



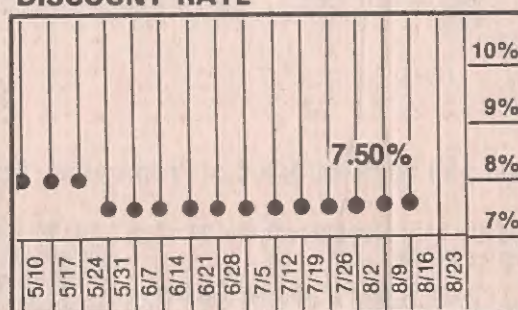
Source: Meyers & Associates

FEDERAL FUNDS



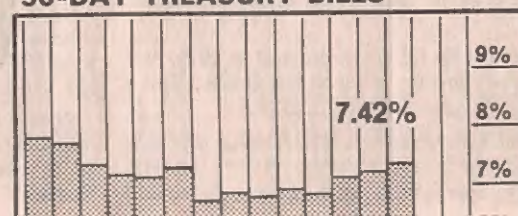
Source: Federal Reserve Bank

DISCOUNT RATE



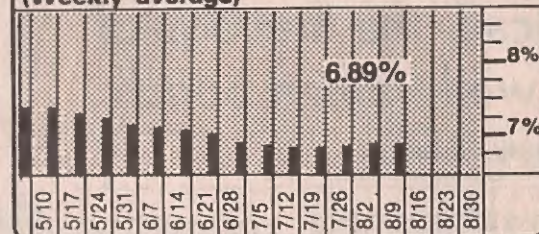
Source: Federal Reserve Bank

90-DAY TREASURY BILLS

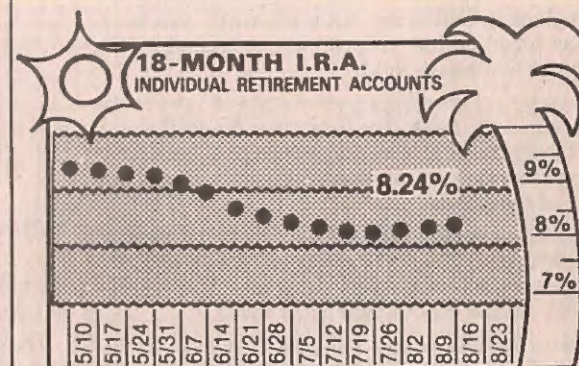
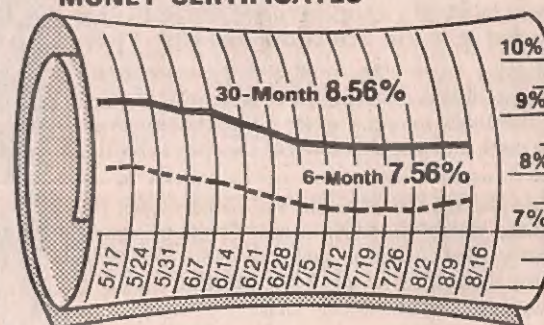


FEDERALLY INSURED SAVING ACCOUNTS (Weekly Average)

MONEY MARKET DEMAND ACCOUNTS (Weekly average)



6 & 30-MONTH MONEY CERTIFICATES



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Equity Oil declares 10¢ dividend

The board of directors of Equity Oil Co. (NASDAQ National Market System: EQTY) Friday declared a regular semi-annual dividend of 10 cents per share payable on Oct. 3 to stockholders of record as of Sept. 13.